

NEW-YORK DAILY TRIBUNE, MONDAY, SEPTEMBER 12, 1853.

THE DEMOCRATIC STATE CONVENTION.

STREETER, Saturday, Sept. 10, 1853.
The 11th District Convention assembled here this P. M., and elected John R. Boggs, "unanimated Adm'rator," their Delegate to the State Convention and Jas. L. Bang, Harlan, to the Judicial Convention. Resolutions were offered, agreeing to the State and National Administrations, and they were referred to the Committee on Resolutions in the State convention. The Delegate in the 1st District is Wm. J. Graves, and in the 17th Julian C. Kline, both Democrats.

THE FEVER IN TEXAS AND ALONG THE MISSISSIPPI.

NEW ORLEANS, Wednesday, Sept. 7, 1853.
The Galveston papers of the 2d inst. state that the yellow fever had appeared there in full form, two deaths having occurred during the last week.

From New Orleans it is still prevailing along the Mississippi, Baton Rouge, Natchez, Grand Gulf, Port Gibson, Baton Rouge, &c.

CHARGES AGAINST A CLERGYMAN.

KINGSTON, Saturday, Sept. 10, 1853.
The Cleric of Uster will post in this village on Tuesdays next to investigate charges brought by a portion of the Consistory of the Second Reformed Dutch Church in Kingston against their Pastor, Rev. H. W. Schneider, who is seriously effecting his spiritual deportment, and they alleg'd dismally him for his past sins.

A movement in full force to have the charges taken in evidence. This it is understood will be resisted by the members of the Consistory who bring the complaint.

AID FOR THE MOBILE SUFFERERS.

BIRMINGHAM, Saturday, Sept. 10, 1853.
Some twenty five gentlemen met at the Bazaar House last evening to take measures to raise funds for the sufferers of Mobile. Mayor Seaver presided. The sum of \$20 was contributed by those present, and a Committee chosen to obtain further aid.

THE STEAMSHIP GEORGIA AT NORFOLK IN DISTRESS.

NORFOLK, Saturday, Sept. 10, 1853.
The steamship Georgia, which left New York on the 1st inst. for Aspinwall, with the Calcutta mail, had put into this port to day in distress, having eight feet of water in her hold. She encountered a severe hurricane off Cape Horn, and, owing to sprung a leak, and the greatest exertions were required to bring her to this port. Passengers and crew all safe.

ATTEMPT TO KIDNAP—THE SHOOTING AFFAIR AT CINCINNATI.

CINCINNATI, Friday, Sept. 9, 1853.
A blacksmith named Greene, and a city watchman named Meem, were held to bail to day in \$1,000 each for arrest and standing to kidnap.—Wadsworth, a few minutes ago, was conveying him to a carthorse late night, and had nearly reached the river, when their progress was arrested by a mob.

There are now strong hopes of the recovery of Mr. James C. Lester, who was recently shot by Dr. Ames.

On the application of Kosse and Findlay, Judge Plum to day ordered a change of venue to Warren Co., and the prisoners will be tried at Lebanon.

The river has risen seven feet altogether.

FIRE AT NEW BEDFORD.

NEW BEDFORD, Saturday, Sept. 10, 1853.
A fire broke out last evening in the stable of Eliz. Phillips, near the railroad depot, and spread to the Franklins House on Pierlist, the Exchange Hotel and stable, the dwelling house of Mr. Pitt, and the Farmers and Mechanics' Hotel. The two latter were owned by Lawrence, Myers & Co. of New York. The building was of wood and not very valuable. Loss about \$10,000.

PROTESTANT ASSOCIATION OF PHILADELPHIA.

PHILADELPHIA, Saturday, Sept. 10, 1853.
The procession of the Protestant Association is now moving over the route. No disturbance has occurred thus far.

PENNSYLVANIA.

The Maine Law—State Politics.

CONCORD, N. H., Wednesday, Sept. 7, 1853.

Proverbially slow as Pennsylvania is in adopting reforms, her people seem not to be properly roused on the question of a Prohibition Liquor Law in the wealthy and influential counties of Adams, Franklin, Cambria and Dauphin; I believe there is not a Whig candidate for the Legislature who does not openly express his determination to urge the submission of the question to the People, if elected; and in a number of instances in this State, the nominees of both parties agree upon the propriety of giving the people an opportunity to express their sentiments on the subject. It is then generally understood, by all parties, that the next Legislature dare not refuse to take some definite action to suppress the evils of the Liquor Traffic, either by enacting a law absolutely, or by submitting one to the People for their acceptance or rejection.

The Prohibition question is also running into our State contest to a certain extent, and bids fair to exercise a considerable influence. Hon. Ephraim Banks, present Auditor-General and Democratic candidate for reelection, recently made a speech at Lewistown, in which he condemned the Prohibition movement in most ungenerous terms, and the consequence is that the Temperance press of the State has been taking him to task severely. Col. Alex. E. McClure, the Whig candidate for Auditor-General, lives in this place and conducts the Whig organ of the County. He is a man of strictly temperate habits, and of irreproachable character, and will doubtless make a handsome run in the State. In his paper of this week he takes a bold stand in favor of submitting the Main Law to the People without further delay, and condemns the action of politicians in striving to avert rather than meet the issue in a fearless manner. He is by ten or fifteen years the youngest man ever presented in the State, by either party, for a State office, and seven years ago was a surveyor man in the Catkill region in your State; but he has shown himself fully equal to the emergency. In a recent address delivered before the Whig State Convention of Huntington, he displayed remarkable research and power, and exhibits the gigantic mind practiced by the Democratic party on our Public Works in the clearest light. He proves beyond the possibility of a successful contradiction, that a million of dollars annually are squandered by our official agents and their accomplices, and that our Public Improvements have been entirely destroyed as a source of revenue. He concludes with a powerful appeal in favor of the unconditional sale of our Public Works; and the entire Whig press, and a number of the Democratic papers, have endorsed his position. If the friends of Reform rally, he cannot fail to be elected; but whether elected or defeated, he will leave his mark upon the policy of the State.

REFORM.

PHILADELPHIA, Saturday, Sept. 10, 1853.
On Friday night, about 9 o'clock, the Mail Pilot Line, when near the Ramerets, met with an obstruction on the road which threw the engine, tender, and a portion of the passenger cars from the track, and killed seven men. Jas. D. Irrell, besides injuring the engineer, John Cohen. None of the passengers were injured, though the train caused a detention of several hours. As soon as the news was received at the office of the Company, a special train was dispatched to bring the passengers, but it was 10 o'clock before they reached the scene of the accident, the road was ploughed by design, as the train cleared the spot. Workmen were engaged in the vicinity of the spot in repairing the road, and a piece of rail had been placed diagonally across to leave no doubt that it was done by one who had pre-meditated it.

Fortunately the road was level throughout, the consequences might have been more serious. The engine and tender were broken, and the brakeman, who was sitting on the tender, was thrown under the cars, and had his leg cut off just above the knee, and a hole forced into his head. He was found under the way car. The unfortunate man was breathless for a few minutes, and was found dead in his bed in the hospital. His Excellency, the Governor of the Commonwealth, where he was born, was found to be in excellent health, and his most clever Ministers of State are even aware of the existence of the Island of Jamaica.

Great anxiety is being manifested for the arrival of Sir Henry Bartley, our new Governor elect. The servants and furniture of his Excellency have already arrived from Liverpool. Sir Henry is well known as a respectable farmer, and as he had the confidence of the public, was doing a reasonable share of practice. On the morning of his death he rose in usual spirits, ate heartily, and went to his office; after having been there an hour, a neighbor called for some medicine, and not finding him in the front room, went to the back room, and found him lying at full length on his back upon the floor, with his hands clasped in the armholes of his vest, and his eyes closed. A small vial of smelling-salts, from which about 15 grains were abstracted, and a number in which the dead man's name was written, told the story. The cause of this crime is unknown. He was a cheerful, easy, good-natured man of full habit, apparently fond of life, and was found much bruised and the tender. He would have escaped without any very serious injury. Some of the passengers received a slight wound.

Almost all of the passengers were thrown off the track.

Two bodies were found inside the track, while it is known to have passed there purposely. One of them bore no marks of having been struck by the wheels of the engine, but the other two bodies which induced the belief that he had been passed diagonally across the track, with one end placed against a "dead" rail, and the other against a turn-out or switch. The night being intensely dark, it was, of course, impossible to see the obstruction. The engine train had passed over the same spot safety about an hour before the mishap. By consent of the Council of Washington County the body of Mr. Irrell was brought to the Hospital in the vicinity of the spot in repairing the road, and a piece of rail had been placed diagonally across to leave no doubt that it was done by one who had pre-meditated it.

The steamship Illinois, Lieut. H. J. Hartstone, U. S. X commanding, arrived at this port on Saturday evening.

She left Aspinwall on the evening of the 2d inst., and arrived the Quayne on the 4th at noon, and lay over.

The steamship Philadelphia, due at Aspinwall from New Orleans, had not arrived when the Illinois left.

The steamship Louisiana and Northern Liberty Line Companies were yesterday placed out of service for six months, for fitting up and Spruce up on the night of the 7th.

The Mayor of our city was present in the district court, and justified yesterday upon the trial of the case in the Superior Court.

The Baltimore and Philadelphia Railroad Company are about to rebuild the bridge at Gray's Ferry, or to lay out a double track over it, and to put up a new station house, of pressed brick, at Chester and lay a double track to Wilmington, and at Chester, and lay a double track to the Susquehanna, will be commenced in October, which will obviate the necessity of crossing the river in the event of the river breaking up.

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